EXHIBIT "B"

Original Title Page

Tariff CTII 100-C
Cancels
Tariff CTII 100-B
(In Full)

CENTRAL TRANSPORT INTERNATIONAL INC ®

(MC-301948)

TARIFF CTII 100-C

NAMING

RULES, REGULATIONS, TERMINAL AND SPECIAL SERVICES

EXCEPTIONS TO THE RULES OF THE

NATIONAL MOTOR FREIGHT CLASSIFICATION

APPLICABLE ON INTRASTATE AND INTERSTATE TRAFFIC OR FOREIGN COMMERCE ONLY

APPLIES ONLY WHEN REFERENCE IS MADE HERETO

RULES TARIFF

For reference to governing tariffs, see Item 100 series.

For explanation of abbreviations or reference marks, see last page.

Effective: January 1, 1997

Issued by:
CENTRAL TRANSPORT INTERNATIONAL, INC
12225 Stephens, Warren, MI 48089

CT0154

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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: January 1, 1997

Issued By
Douglas E. Culbertson
12225 Stephens Road, Warren, MI 48090

CT0156

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For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: July 28, 1997

Issued By
Central Transport International, Inc
12225 Stephens Rd, Warren, MI 48090

Item 360

BILLS OF LADING, FREIGHT BILLS AND STATEMENT OF CHARGES

1. Except as otherwise provided, carriers shall not furnish:

   (a) Bill of lading sets that consist of more than an "Original", a "Shipping Order", and a "Memorandum" per shipment.

   (b) More than one original freight bill on its own standard form and one duplicate thereof, exclusive of the consignee's memo copy, per shipment.

   (c) More than one original and one copy of its statement of transportation charges on its own standard form.

2. When payor of freight or other lawful charges requires or requests, as a prerequisite to payment. (See Notes 5 and 6)

   (a) The return of any part of bill of lading sets or copies thereof, other than one shipper furnished copy (See Note 4), a charge of $2.00 for each such document or copy will be made or:

   (b) Copies of freight bills or statements of transportation charges in excess of the number specified in Paragraph 1 (b) and 1 (c) a charge of $2.00 for each such document or copy will be made or:

   (c) The preparation by the carrier of any forms requiring itemization, listing or description of single or multiple freight bills, for submittal with freight bills or statements of charges, a charge of 35 cents per line of itemization, listing or description (or portion thereof) subject to a minimum of $2.00 per page, per copy, will be made or:

   (d) Any forms or copies of forms, other than those described in Paragraphs 2 (a) and 2 (b) to be submitted with freight bills or statements of charges, s charge of $2.00 for each such form or copy will be made or:

   (e) That information now shown on the shipping order at time of shipment be shown on freight bills or statements of charges, a charge of $2.00 per shipment will be made.

   (f) That proof of delivery furnished in any form, a charge of $2.00 for each such document or copy will be made.

3. Bills of lading issued by carrier are subject to the following:

   (a) All rates, terms and conditions of the transportation service are subject to and governed by the carrier's rules, unless a written agreement separate from the bill of lading, is signed by an authorized representative of carrier and by an authorized representative of customer.

   (b) Carrier representatives authorized to sign a written agreement to terms and conditions specified in (a) above shall be:
   Director of Pricing
   Vice Presidents
   President

   (c) Drivers and other non-authorized personnel are not authorized to negotiate rates and terms of service, including alterations to the bill of lading and its terms and conditions.

   (d) Bills of lading other than the carrier's bill of lading, Uniform Straight Bill of Lading (as published in NMF 100 series), or shipper supplied bill of lading referring to classifications and tariffs applicable at the time of shipment, shall not be accepted. If carrier inadvertently accepts such bill of lading, the bill of lading shall serve the purpose of receipt for goods and identification of delivery location only and shall not serve as a contract for carriage. The terms and conditions of the Uniform Straight Bill of Lading as published in NMF 100 series shall govern the movement of the shipment.

(item continued on the following page)

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CENTRAL TRANSPORT INTERNATIONAL, INC.

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SECTION 1

Governing Rules and Other Provisions

Item: 360 continued

BILLS OF LADING, FREIGHT BILLS AND STATEMENT OF CHARGES

NOTE 1: Carriers are not obligated to furnish bills of lading containing information beyond that shown in the examples set for in the NMFC.

NOTE 2: Consignors may elect to have printed their own bills of lading, in which case, all requirements of Paragraphs 1 and 2 of this item must be observed. These forms may also contain such information as: (1) identification or location of consignor or consignee; (2) commodity description; (3) rates or classes; or (4) other information pertinent to the shipment.

NOTE 3: On bill of lading furnished by carriers, freight bills and statements of charges issued by carriers, the Standard Carrier Alpha Code (SCAC) of the issuing carrier as shown in the Continental Directory NMF 101, ICC NMF 101 (or as amended), must be shown immediately adjacent to the carrier's named on the document heading. The SCAC designation must be printed in upper case boldface type.

NOTE 4: When as a prerequisite to payment, the shipper furnished copy of bill of lading is to be returned, it must be clearly and prominently marked by the shipper with the specific instructions directing its return with freight bill.

NOTE 5: The charges set forth in Paragraph 2 will not apply to:

(a) Bank Payment Plans when documentation is limited to (1) deposit ticket(s) supplied by the bank; (2) supporting freight bills not in excess of the number set forth in Paragraph 1 or Note 3, the return of a copy of the bill of lading furnished by shipper.

(b) Sight Draft Plans when documentation is limited to (1) sight drafts which do not require the carrier to provide information pertaining to the rating of the shipment(s) on the sight draft; (2) supporting freight bill(s) and statement(s) of charges not in excess of number set forth in Paragraph 1(c), (3) the return of a copy of the bill of lading furnished by shipper.

NOTE 6: The provisions of Paragraphs 1 and 2 will not apply to shipments moving on United States Government Bills of Lading.

NOTE 7: Shipments moving on Uniform Order Bills of Lading (Order Notify) will not be accepted.

NOTE 8: When validation of Freight Bill is required as a prerequisite for payment of the freight charges and consignee fails to validate the Freight Bill at time of delivery thus requiring the carriers to resubmit the Freight Bill for validation, a charge of $13.00 will be assessed for that service, except on shipments moving on U.S. Government Bills of Lading.

NOTE 9: Corrected Bill of Lading to change the freight charge collection status from prepaid to collect will not be accepted once the shipment has been delivered.

NOTE 10: Corrected Bill of Lading to change the original transportation contract from prepaid to collect will not be accepted if Section 7 (Non-Recourse Clause) of the corrected bill of lading has been signed by the consignor.

NOTE 7: Shipments moving on Uniform Order Bills of Lading (Order Notify) will not be accepted.

NOTE 8: When validation of Freight Bill is required as a prerequisite for payment of the freight charges and consignee fails to validate the Freight Bill at time of delivery thus requiring the carriers to resubmit the Freight Bill for validation, a charge of $13.00 will be assessed for that service, except on shipments moving on U.S. Government Bills of Lading.

NOTE 9: Corrected Bill of Lading to change the freight charge collection status from prepaid to collect will not be accepted once the shipment has been delivered.

NOTE 10: Corrected Bill of Lading to change the original transportation contract from prepaid to collect will not be accepted if Section 7 (Non-Recourse Clause) of the corrected bill of lading has been signed by the consignor.

(Item concluded on the following page)

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: January 1, 1997

Issued By
Douglas E. Culbertson
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SECTION 1

Governing Rules and Other Provisions

Item: 360 concluded

BILLS OF LADING, FREIGHT BILLS AND STATEMENT OF CHARGES

STRAIGHT BILL OF LADING - SHORT FORM - ORIGINAL - NOT NEGOTIABLE

RECEIVED SUBJECT TO THE CLASSIFICATION AND TARIFFS IN EFFECT ON THE DATE OF ISSUE OF THIS ORIGINAL BILL OF LADING.

NOT TO BE USED FOR ORDER NOTIFY SHIPMENTS.

CENTRAL TRANSPORT INTERNATIONAL INC. - CTII

NOTE: DRIVER AFFIX PRO NUMBER LABEL HERE.

To validate C.O.D. shipment, the letters "COD" must appear before Consignee's name.

TO: CONSIGNEE	FROM: SHIPPER
STREET:	STREET:
(DESTINATION) CITY: STATE: ZIP:	(ORIGIN) CITY: STATE: ZIP:
TELEPHONE #:	TELEPHONE #:

ALWAYS LIST HAZARDOUS MATERIALS FIRST IN DESCRIPTION OF ARTICLES COLUMN

NO. PKGS.	(X) HM	KIND OF PACKAGING, DESCRIPTION OF ARTICLES, SPECIAL MARKINGS, AND EXCEPTIONS (LIST HAZARDOUS MATERIALS FIRST)	CLASS	WEIGHT
TOTAL PIECES				TOTAL WEIGHT

FREIGHT CHARGES

☐ PREPAID ☐ COLLECT

FREIGHT PREPAID EXCEPT WHEN COLLECT BOX ABOVE IS CHECKED

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

X ____________________

C. O. D. FEE

☐ PPD. ☐ COL.

IS CUSTOMER'S CHECK ACCEPTABLE FOR C. O. D.?

☐ YES ☐ NO

C. O. D. $ ____________

REMIT C. O. D. TO: NAME: ____________

ADDRESS: ____________ CITY ____________ STATE: ______ ZIP: ______

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper not to be exceeding:

$ ____________ PER ____________

C O D CHARGE NOT TO EXCEED COST OF GOODS

Carrier Liability: Shipments valued more than $25.00 per pound are of extraordinary value. Carrier's maximum liability is $25.00 per pound per package, subject to $125,000.00 maximum total liability per shipment, unless the shipper declares excess value on the bill of lading, requests excess liability coverage and pays an additional charge. The agreed value on used machinery does not exceed ten cents per pound, per article.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this bill of lading, the property, described above, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions in the governing classification on the date of shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

This is to certify that the above-named articles are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

SHIPPER:	CARRIER: CENTRAL TRANSPORT INTERNATIONAL INC.
	DRIVER:
PER:	DATE: / TOTAL PIECES:

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.

Effective: January 1, 1997

Issued By
Douglas E. Culbertson
12225 Stephens Road, Warren, MI 48090

CT0165

SECTION 1

Governing Rules and Other Provisions — Item

MACHINES OR MACHINERY - USED — 579

Shipments of used machines or machinery will not be accepted by the carrier unless the shipper releases the value to not exceed ten (10) cents per pound per package or declares a higher value. Shipments of used machines or machinery must be crated to protect all surfaces and protrusions. Uncrated machinery shall not be accepted.

If a shipment is inadvertently accepted without the declaration of released value, it will be considered to have been released to a value not exceeding ten (10) cents per pound per package, and charges assessed on that basis. Carrier's liability will be ten (10) cents per pound per package. A corrected bill of lading will not be accepted to change the released value once the shipment has been accepted by the carrier.

MARKING OR TAGGING FREIGHT - CHANGING MARKINGS OR TAGS — 580

1. The provisions of Item 580 of NMFC will apply; however, carrier will, at the request of the shipper or consignee, change or alter according to instructions the markings or tags on any packages or pieces of freight subject to a charge of **177 cents** per package or piece of freight on which the marking or tag is changed or altered, subject to a minimum charge of **$17.00**.

2. All charges accruing under the provision of this item must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before the service will be performed.

GENERAL EXCEPTIONS

NOTE 1.-This item will not apply on shipments reconsigned or diverted. On such shipments, apply provisions of Item 820.

MAXIMUM CHARGES — 595

Except for provisions in Item 470, in no case shall the charge for any shipment be greater than the charge for a greater quantity of a like kind of freight at the weight and rate applicable to such greater quantity of freight.

MAXIMUM WEIGHTS — 597

1. SHIPMENTS TENDERED IN EXCESS OF MAXIMUM WEIGHT RESTRICTIONS-

   Except as specifically provided for in individual items, shipments in excess of a stated maximum weight will be rated at the truckload or volume provisions applicable, and weights in excess shall be rated as a separate shipment.

2. No vehicle may be loaded in excess of that quantity of freight which can be transported from origin to destination in or on such vehicle because of weight or size limitations of federal, state or municipal laws or regulations. For such shipments apply Item 670.

For explanation of abbreviation and reference marks not explained hereon, see last page of tariff.